

# How did the Dutch do it

On the strategies of citizens against the aviation monster



1. Get a position with policymakers
2. Influence public opinion
3. Explore legal avenues



# The recipe for influence: cooperation



- Connect with policymakers at local, regional and national government levels
- Make it clear that you're not there to complain, but to find common ground: politicians often acknowledge that aircraft noise is a difficult issue for them and policy makers (the civil servants) prepare their solutions
- The question then becomes: what can we do together (you, your association, and the government) to reduce the nuisance for citizens?
- This way, you'll be sitting around the table on a more or less equal footing
- To go this way is NOT easy: read carefully <https://uecna.eu/actions/offer-help>



# What (not) to do



## Don't waste much time talking to people in the aviation sector

- They have different interests than you have; as soon as you notice they're not listening, you can stop investing your energy there

## Do invest in contacts on the local, regional and national level

- Amsterdam citizens helped civil servants write an accepted Position Paper for 400k flights
  - We have personal contacts with several high-ranking officials at the Ministry of Aviation
  - We even introduced them to UECNA, they presented a webinar on the Balanced Approach
- Listen, ask open questions (how, what), try again if an answer is 'Yes, but...'
- Yes, it is a long term investment

# Growth > Stop > Reduction



- 2003 Opening 6th runway and design preferential runway system
- 2008-2020 Alders-Agreement ‘Development Schiphol in Balance with Environment’: growth conditional on reduction of nuisance and 500,000 flights plan. Collective implementation by three parties: aviation sector, local government representatives, citizen representatives
- 2020 No renewal of agreement because of serious conflict of interests due to the growth from 400,000 to 500,000 flights and no balance
- 2020 White paper of the Ministry for period 2020-2050: 540,000 - 600,000 flights
- 2023 After fierce resistance breakthrough reduction to 440,000 flights
- 2025 Adjusted to 478,000 because of EU Balanced Approach Regulation (and anxiety for US)
- Civic Advisory Board Schiphol: 2023-2027: going for 375,000 to 250,000 flights (no big hub)

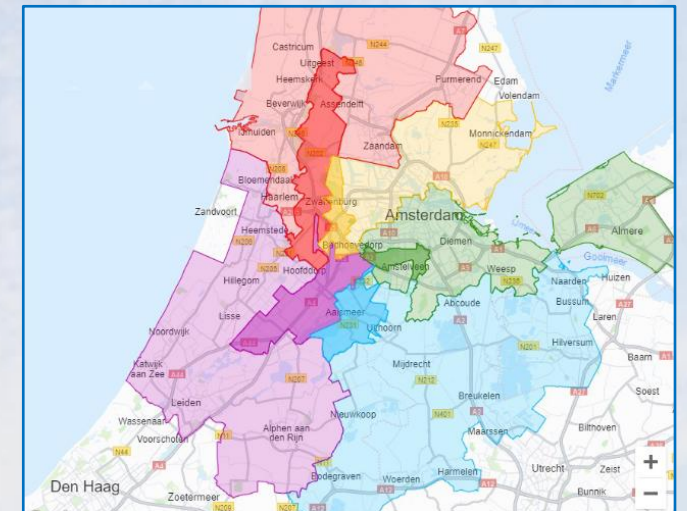
# Civic Advisory Board Schiphol (MRS)



- Legally recognized Advisory Board from the point of view of local residents of Amsterdam Airport Schiphol
- The Board advises - solicited and unsolicited - the Dutch Minister of Aviation on decisions that affect the living environment of Schiphol
- 10 elected citizens + 10 substitutes, 5 people from action groups, 5 experts + professional assistance

## Motivation

- Many people became involuntary ‘neighbors’ of a growing airport
- Promises Alders agreement broken
- Balance between economy and health severely disturbed





# Start lawsuits



- Contact environmentally friendly attorneys to find out if a costly campaign has a chance of success
- You'll need a basic budget for this research; a public campaign can help you with that
- Power and interests are always about money; that's why it's so important to address the economic arguments
- And a successful lawsuit against the government or airlines can cost them a lot of money
- The threat of a lawsuit can already help
- A favorable court ruling is no guarantee of success; pitfalls include 'new research', deadlines for implementation, appeals and political changes



# Results



- Participation successful: without residents' role more flights
- Measurement of nuisance indicators: peaks, frequency, altitude, respite
- Individual legal protection & right to sue violation
- 7th Runway cancelled
- Cooperation with climate protection groups
- Shift focus from nuisance to health (9 points plan)
- MRS research that shows that 375,000 to 250,000 flights is better for Broad Prosperity
- Lawsuits based on fair balance, European Convention on Human Rights

# Issues to keep fighting for



- CAP 478,000 / 27,000 flights is still far too high: refute economic myths
- More lawsuits: deprivation of sleep is torture
- Spatial planning and growth in aviation are at odds with each other
- Nuisance standard: Lden versus peaks, frequency, altitude, respite, WHO guidelines
- Fleet renewal ('quiet and clean') is overestimated
- Expose greenwashing ('sustainable flying', 'green kerosine', 'electric planes are coming')
- Increased nuisance by fixed flight paths: 'noise gutter'
- Finance independent noise measurement system
- All growth models lead to a more Unbalanced Approach

# What did you learn today?



- Have there been any things that you came across that you think you can apply?
- Do you have any questions about this presentation?
- Would you like help from UECNA? In what way?